



Ministry of Land Infrastructure, Transport and Tourism
CIVIL AVATION BUREAU OF JAPAN

JAPAN UPDATE

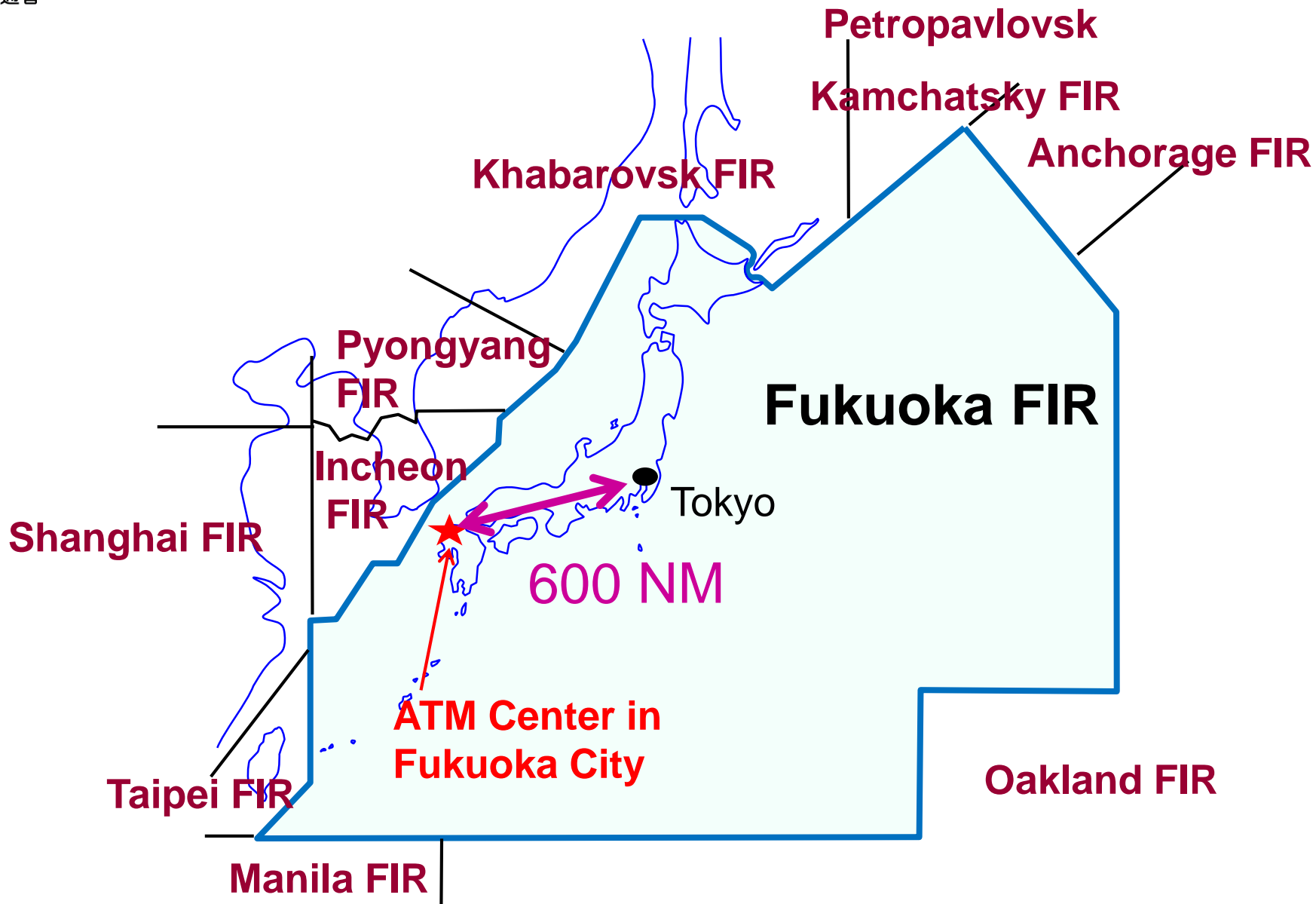
CPWG / 21
Montreal, Canada
17 – 20 May 2016



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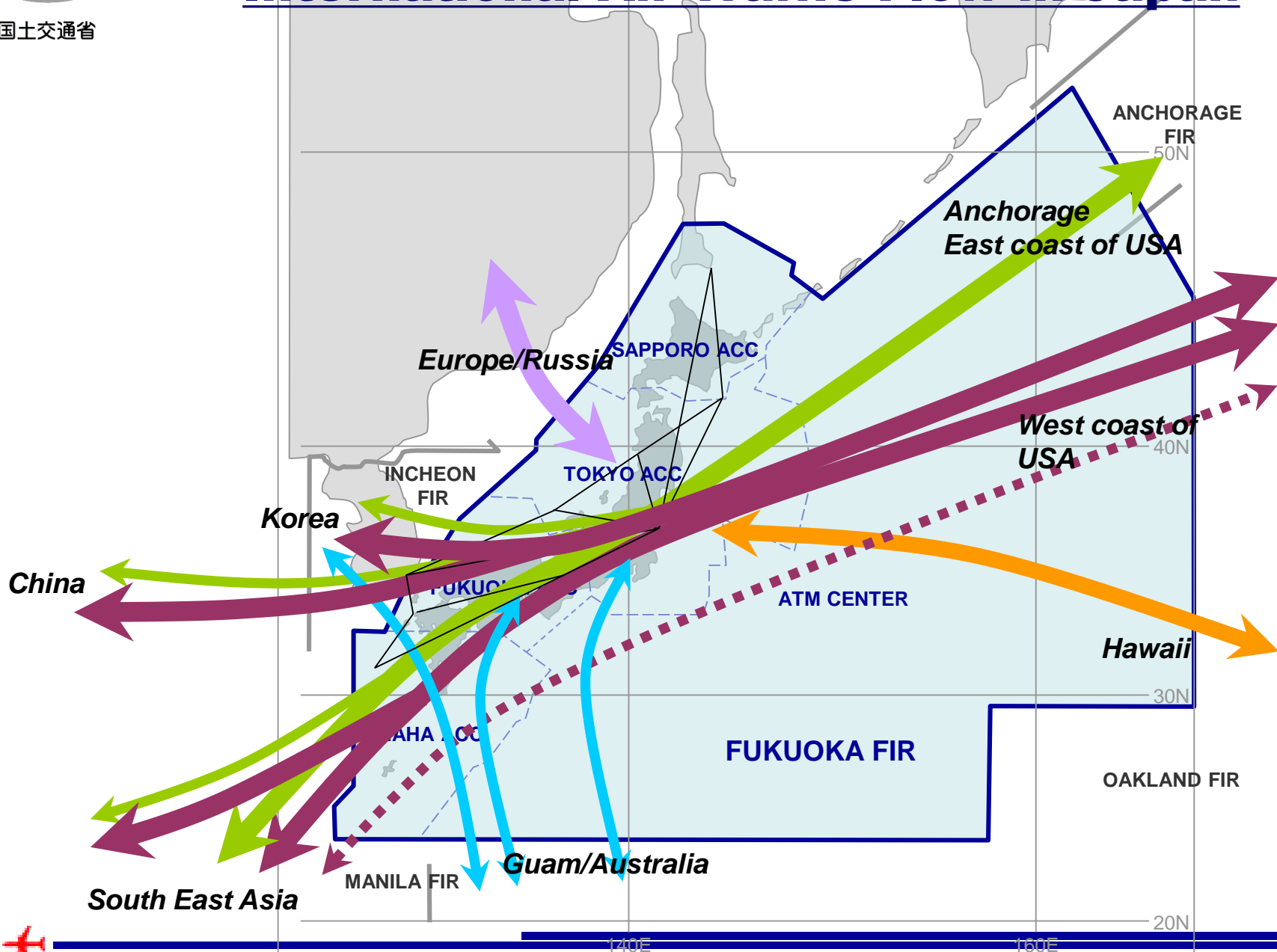
Fukuoka FIR





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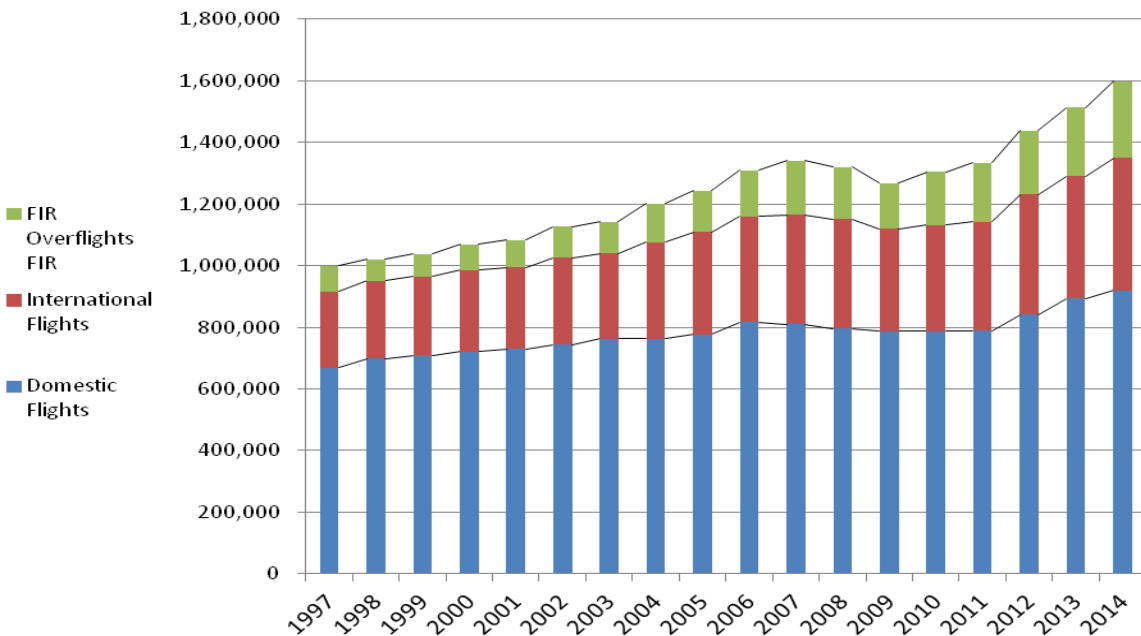
International Air Traffic Flow in Japan



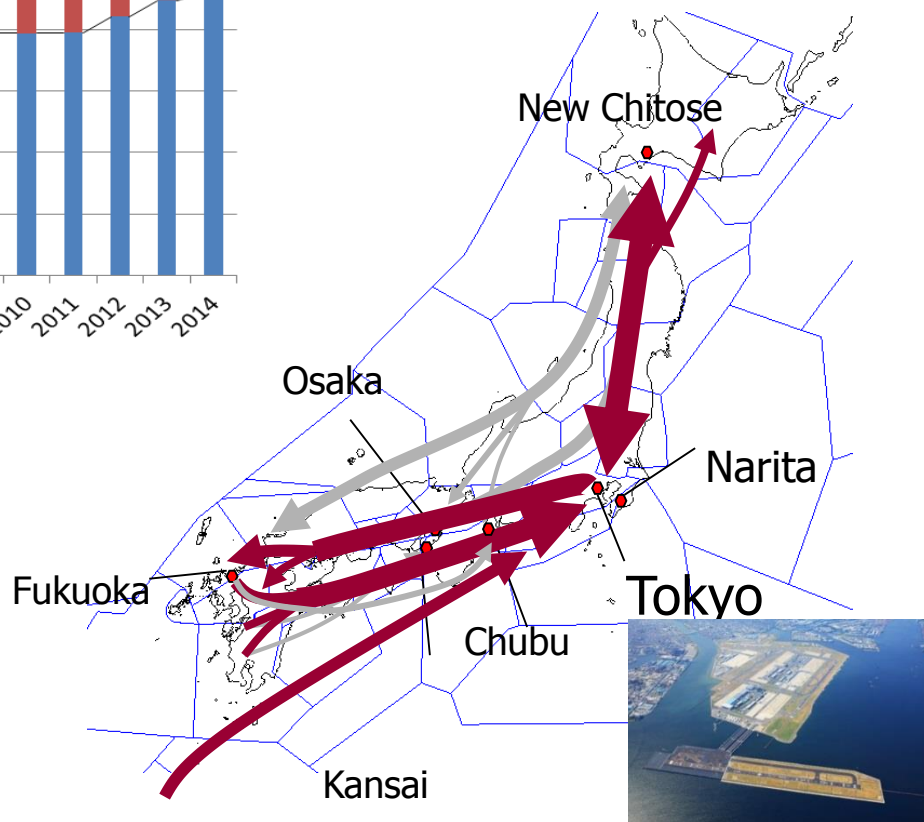


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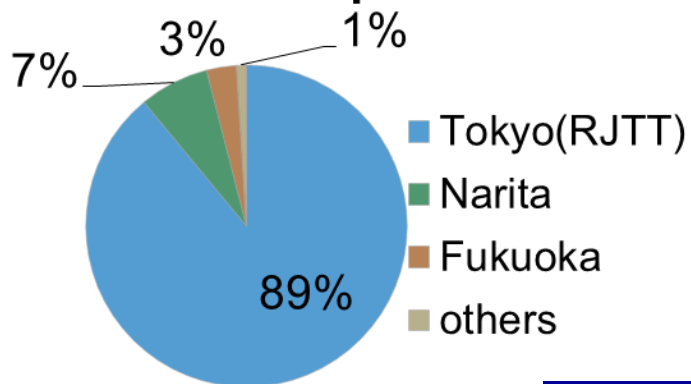
Air Traffic Volume Trend



Domestic Air Traffic Flow



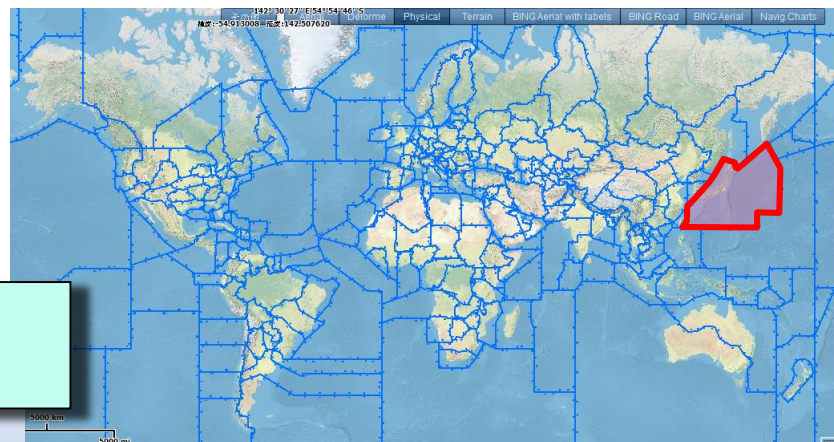
Flow control initiatives for destination airports



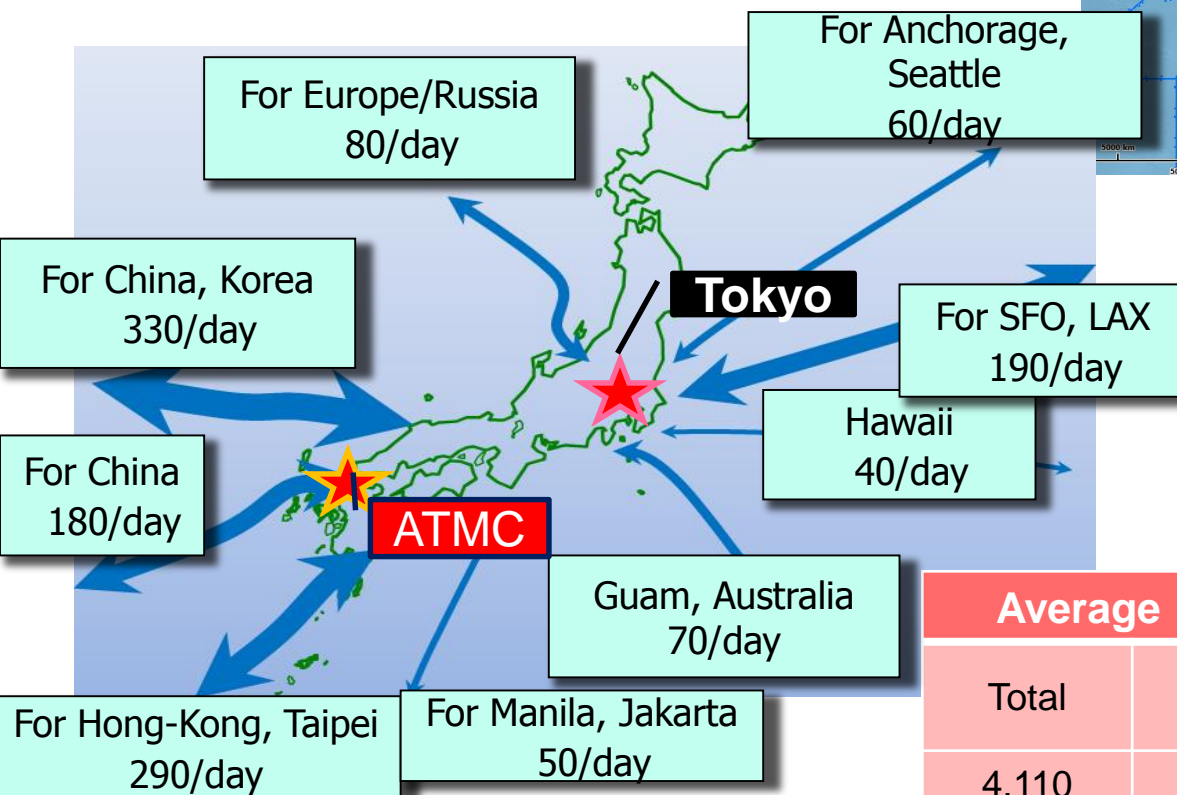


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Air Traffic Volume Trend



- ➔ Location and Traffic Flow
- ➔ 1 FIR, 1 ATMC, 4 ACCs,



Average Flight counts per day

RJTT (Haneda) airport	1060 (ARR & DEP)
RJAA (Narita) airport	570 (ARR & DEP)

Average Flight counts per day (IFR only)

Total	Domestic flight	International flight	Over flight
4,110	2,300	1290	520

Data:2014





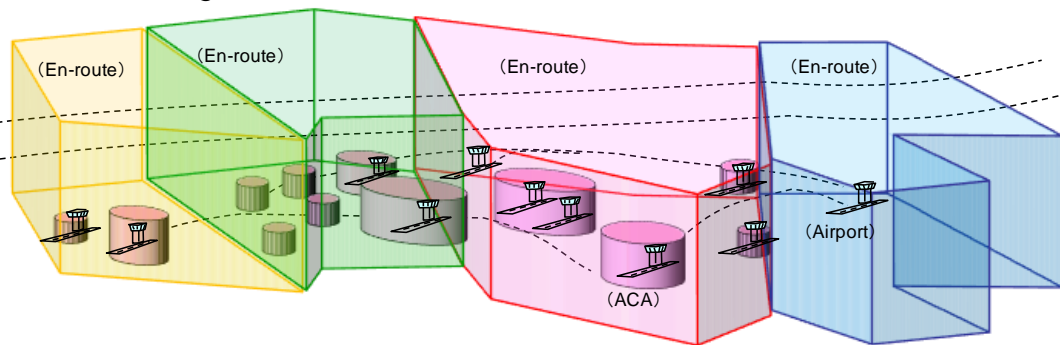
Change of Domestic Airspace and Facilities

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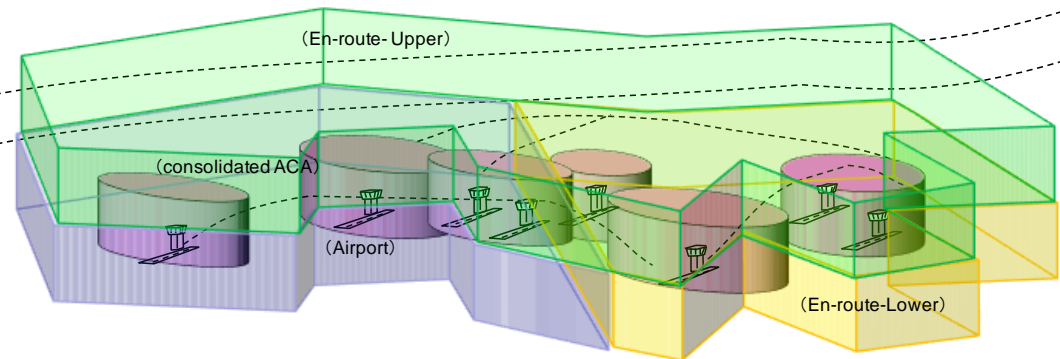
- Redesigning the current domestic airspace (En-route and ACA)
- Decreasing ATC workload totally and improving ATC operational efficiency.

Redesign of Airspace

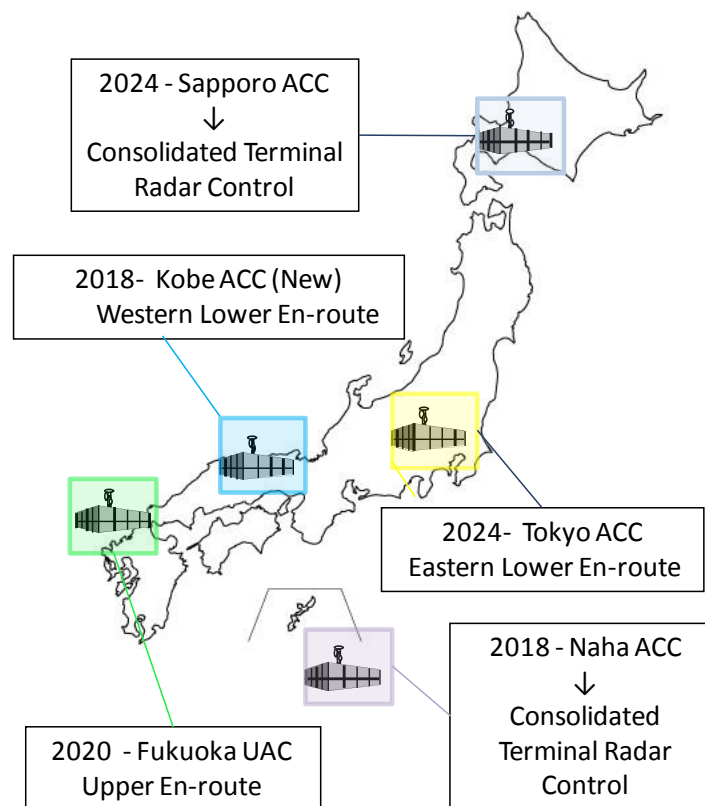
【Before redesign- En-route and ACA】



【After redesign】



Restructure of Facilities





Draft of airspace composition in 2025

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1 FUKUOKA UAC (Upper Area Sector + 5 oceanic sector)

- EAST area...11 sectors
- WEST area...11 sectors

2 TOKYO ACC (EAST of JAPAN below FL335)

- North area...7 sectors
- East area...8 sectors

3 KOBE ACC (WEST of JAPAN below FL335)

- WEST area...8 sectors
- SOUTH area...3 sectors

Fukuoka UAC



Tokyo ACC



Kobe ACC



~Number of sectors~

current	
SAPPORO	6
TOKYO	22
FUKUOKA	11
NAHA	3
ATMC(Oceanic)	5
total 47	



restructured	
FUKUOKA	22
(within Oceanic 5)	
TOKYO	15
KOBE	11
total 48	

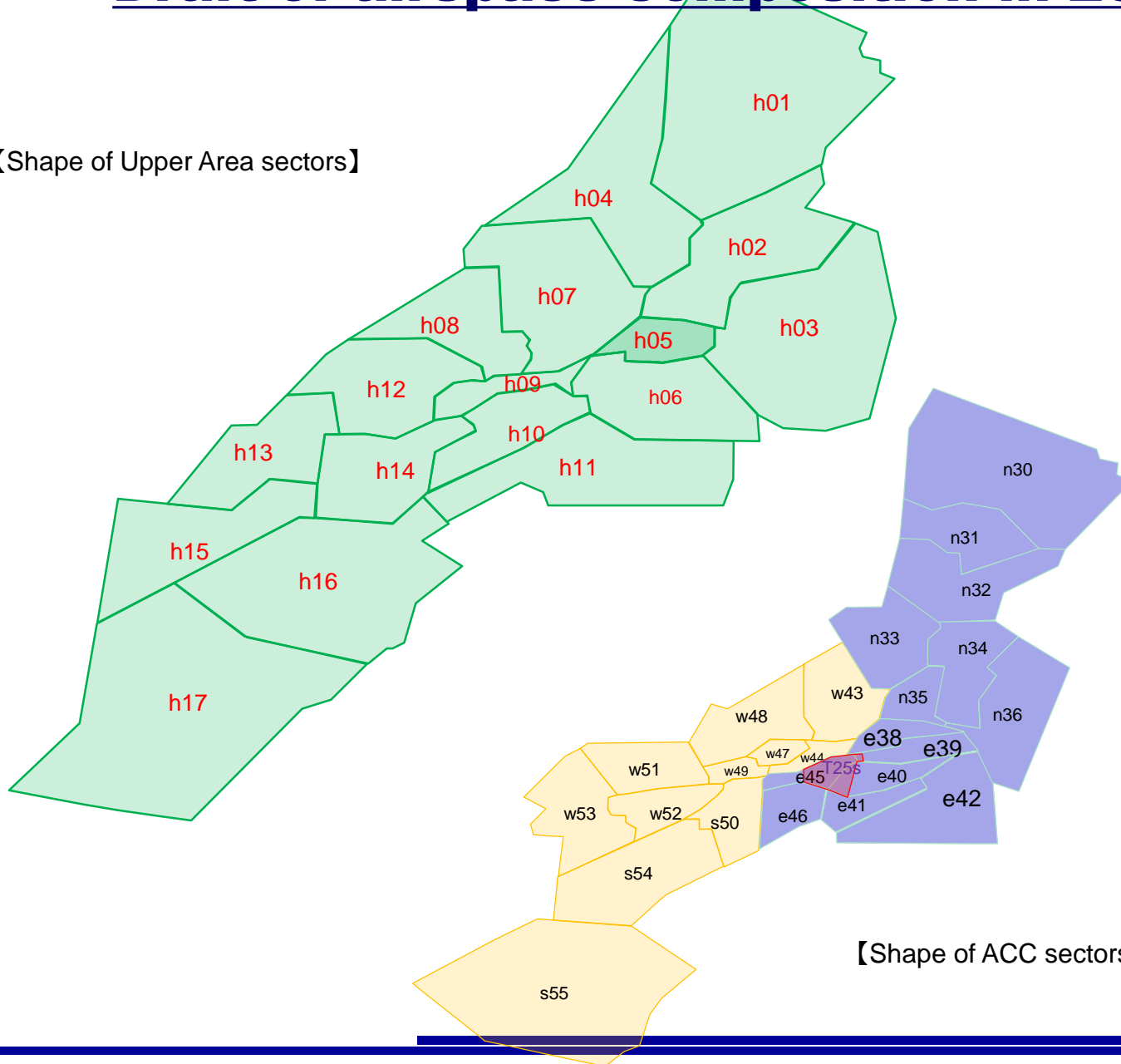




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Draft of airspace composition in 2025

【Shape of Upper Area sectors】



【Shape of ACC sectors below FL335】





Draft of airspace composition in 2025

- 2018 ①Metropolitan airspace around TOKYO and NARITA international airport will be change. (Preparation for the Tokyo Olympics)
 ②NAHA ACC will move to KOBE building
 (KOBE aeronautical satellite center building)

2018～2019

Introduce new en-route RADAR data processing system to 4ACCs and new Oceanic data processing system to ATMC.

2020 TOKYO Olympics & Paralympics

2020～2022

Redesign of western en-route airspace.

2023～2025

Redesign of eastern en-route airspace.

2025.April

Redesign of en-route airspace will be completed.



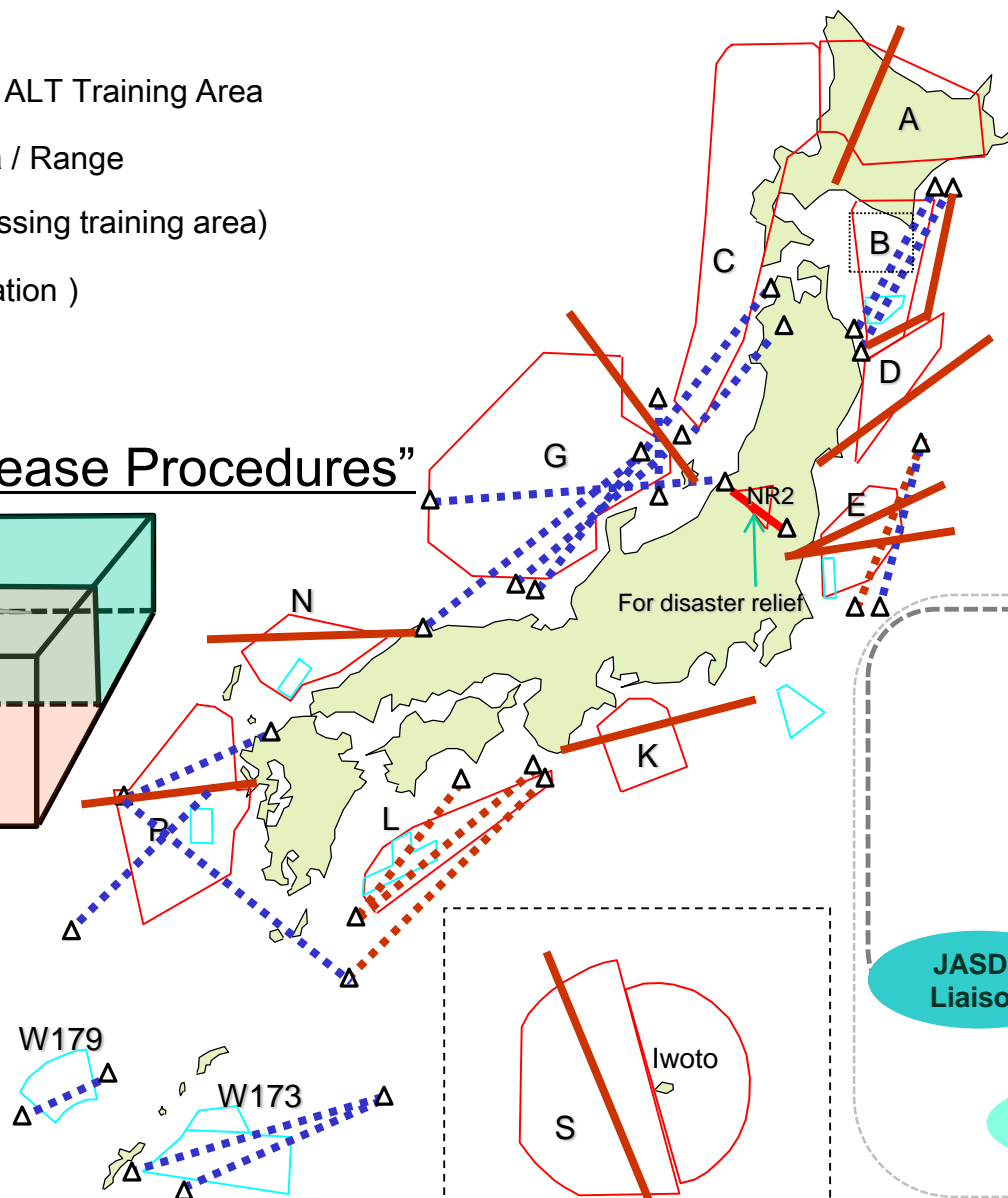
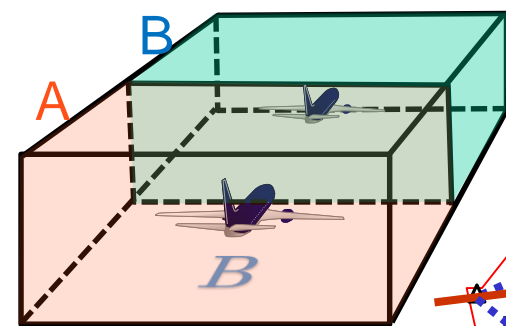


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Operation of CDR and “Release Procedures”

- JASDF High ALT Training Area
- USF W-area / Range
- Airways (crossing training area)
- CDR (operation)

“JASDF Release Procedures”

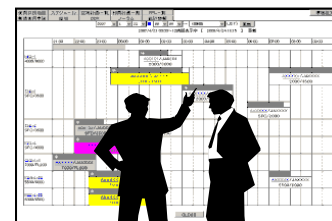


JSDF and JCAB
shares Flight plan



Training area would be
released for civil traffic by
specified procedure

ATM Center



JASDF
Liaison

Information
adjustment

JCAB
ATM Officer

USF
Liaison

Adjacent
ATM Units

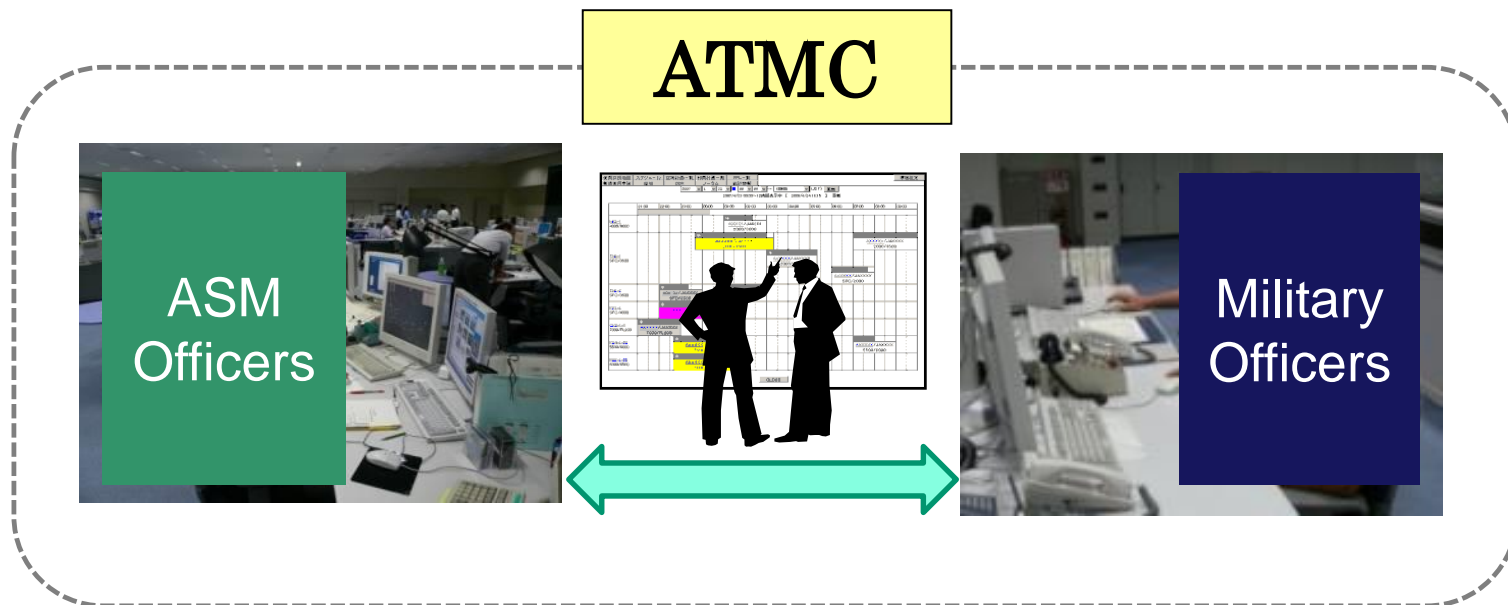
Operation of CDR and “Release Procedures”

Fixed and segregated use of airspace limits airspace capacity



CDR (Conditional Routes) since 2006

Non-permanent ATS route network which is established for civil aircraft use through military training airspace when military operation is not active





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Operation of CDR and “Release Procedures”

In total, flight distance was reduced by approx 240 miles

- JASDF High ALT Training Area
- USF W-area / Range
- CDR



The number of Flight per month FY2014

L512	613
Z13	186
Z14	183
Z16	166
Z17	54
Z18	105
Z20	236
Z21	6
Z24	32
Z25	15
Z26	236
Z27	39
ALL	1871



Merci!
Thank you

